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**INFORMATION REPORT  
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REPORT

CD NO.

COUNTRY Rumania

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SUBJECT 1. Shipyards of Sovromtransport and of the  
Ministry of Metallurgy and Chemical Industry  
2. Naval and Other Personalities

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(LISTED BELOW)PLACE  
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Shipyards of Sovromtransport and of the Ministry of Metallurgy and Chemical Industry:

1. In 1948 all Rumanian shipyards were nationalized. The largest and best equipped came under the control of Sovromtransport (SRT) and the remainder were attached to the Ministry of Metallurgy and Chemical Industry. Several shipyards were amalgamated. Some received machinery and equipment taken from other shipyards.
2. The naval shipyards build exclusively for the Rumanian Navy and not for the Soviets.
3. Fishing smacks, tugs, barges and tankers are built for the USSR, and both naval and merchant marine vessels are repaired.
4. The Rumanian shipyards used wooden hulls up to 1951, when hulls made of sheet metal were introduced. Some of the shipyards produce all their required parts, except engines and non-magnetic compasses, which are imported from the USSR.
5. Anchor chains are supplied by the O. Mustad Factory at Stalin (Brasov), cables by the Cablu Romanesc Factory at Ploesti, and storage batteries by the Accumulator and Rova Factories in Bucharest.
6. The Galati Sovromtransport shipyard was formed by the amalgamation of the former Fernic (later Roman) Shipyard, which was nationalized in 1948, and the neighboring Galati Navy Arsenal. The two shipyards were placed under joint management, with all equipment remaining on the spot. Arsenal had more modern equipment than Fernic, but together they are able to produce everything but engines and navigation apparatus. In 1951 non-magnetic navigation plates (sic) were produced for the first time in these shipyards, with only the compass brought from the USSR. These are said to be used as mine detectors. They are marked A.E.G. Ascania. The equipment of the amalgamated shipyards consists of saw mill and wood processing machinery, a modern lathe shop, coil winding apparatus, a paint shop, and electrical workshop, and a tarring workshop.

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The output in 1951 consisted of 8 or 10 fishing boats, four tugs, four or five barges of between 1,000 and 2,000 tons, three to five oil tanker barges, one submarine (of the M-2 type) which was begun in 1951 and is due to be completed in 1953, and a number of speedboats. In 1951 there were about 5,700 workers employed by SRT at Galati, the former Roman Shipyard employing 4,100 and the former Arsenal Shipyard employing 1,600. The General Manager is Trunin, a Soviet admiral, and the chief engineer is Sami Aronovici, a very capable engineer from Galati. The head of the Planning Department is the engineer Petrica Branza, the former owner of the Neptun Shipyard at Galati.

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7. The Neptun Shipyard at Galati, which formerly belonged to Branza, is attached to the SRT and employs between 460 and 500 workers. Its production normally consists of four to five fishing boats and one or two barges per year, but in 1951 the shipyard did only repair work for the Soviets.
8. The Sovromtransport Shipyard at Braila is the former Roman Shipyard. The production consists of fishing boats and barges. In 1951 about nine or ten fishing boats were built. The General Manager of this shipyard is Papichian, a Soviet engineer. His assistant is Melisarato, a Greek from Braila and also an engineer. The shipyard employs approximately 2,000 workers.
9. The Viitorul Shipyard at Braila has been combined with a shipyard which formerly belonged to an engineer named Cerches. Both shipyards now belong to the Ministry of Metallurgy and Chemical Industry. Production consists of tugs, barges, oil tankers and mine sweepers (dragoare). These are built somewhat higher than the old Danube Monitors and look like small merchant ships. They have two Diesel engines and they carry three guns of approximately 80 mm, two machine guns and a radio. The crew consists of 40 men. About the middle of 1949 the construction of four boats was begun. In October 1951 one vessel was delivered to the Rumanian Navy and the remaining three were to be ready in May 1952. The mine sweepers of between 2,000 and 3,000 tons, the first to be completed, bore the inscription "D 1 m". They probably have six life boats and 22 life belts. The shipyard employs approximately 2,000 skilled workers and between 100 and 200 laborers. The General Manager is Balineanu, a former mechanic from the Arsenal Shipyard at Galati. The chief engineer is Dana, the former manager of the Arsenal Shipyard. Two electrical engineers, Violatu (sic) and Laslo, served both this yard and Neptun.
10. The Dinamo (formerly Ioan Hartulian) Shipyard now serves mainly as a repair workshop for the Sovromconstructia unit which is building the new Buzau-Reni Road, the first section of which (to Braila) is already finished. Trucks, steam rollers and other equipment are brought here for repair. All the machinery except a few lathes and shaping machines were removed from Dinamo to the Progresul (formerly Franco-Romana) Shipyard at Braila, including a new 8-meter lathe.
11. The production of the Progresul Shipyard, which is the best equipped of the Braila shipyards, includes six speed boats for the Rumanian Navy, fishing boats, gun emplacements, and parts for railroad cars, including wheels, axles and buffers. The shipyard has its own foundry, where 80 tons of crude iron are processed per 24 hours. The enterprise employs 2,500 workers. Its General Manager is Viziru, a former carpenter at the Viitorul Shipyard at Braila.
12. The Oltenita Shipyard, belonging to the Ministry of Metallurgy, has only primitive equipment. Its production in 1951 included six fishing boats, three oil tankers, and three small barges. The enterprise employs 800 workers. Its General Manager is Ibrhim, who was employed as a carpenter by the same shipyard before its nationalization. The chief engineer is Cautici.

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13. The Sovromtransport Shipyard at Turnu Severin is the former Societatea Maritima Romana (SMR), which was amalgamated after the nationalization with the Dinamo Shipyard, the equipment for which had been brought [redacted] 50X1-HUM by Marius and Adrian Dumitrescu in 1941 at a cost of \$1,000,000. This equipment is up-to-date and all parts of vessels except the engines are manufactured at SRT. SMR employs 1,000 workers and Dinamo, 1,500. Production in 1951 included eight fishing boats, four to six oil tankers, one or two tugs, four barges, and two to four naval speed boats each with two guns of unknown caliber.
14. The Sovromtransport Shipyard at Constanta is the former Societate Maritima Romana, Constanta (SMR), and is used exclusively for the repair of large Soviet sea-going merchant vessels. It is not known whether the shipyard also carries out repairs for the Soviet Navy. In 1950-51 the PSKOW and PLEHANOV were repaired there.
15. The following shipyards work for the Rumanian Navy: the Sovromtransport Shipyard at Galati, the Viitorul Shipyard at Braila, and the Progresul Shipyard at Braila. Speed boats and mine sweepers are built in all three of these shipyards.
16. There are also three small shipyards where repair work only is carried out. These are the SRT Harsova with 200 or 300 workers, the Dimitrov Shipyard at Braila with 250 workers, and a small shipyard at Macin.
17. Sovromtransport had the following raw materials processed by a subcontractor, who received them through the Planning Department of the Ministry of Industry:
- a. Between 700 and 800 meters of textiles per month from Centrocomtextil.
  - b. 2,210 kg. of cotton thread from Fusul Galati (in 1949).
  - c. 120 kg. of brass wire per month from Ferrometal.
  - d. 500 glass lamp shades per month from Fieni.
  - e. Electrical fittings from Ferrometal.
  - f. Between 400 and 450 sheets of cork per month from Wurm Brothers.
  - g. Raw cotton (kapok) directly from the USSR.
  - h. Between 350 and 400 tanned hides per month from Gralex, Bucharest, or from Tripos, Galati.
  - i. 1,800 kg. hemp thread for use on sailing boats from Klinger Brothers at Sfantu-Gheorghe (in 1948).
  - j. 3,000 meters of white linen, 22 cm. wide, per year from Rizescu, Branesti.
- A portion of these materials were sold on the black market by the subcontractor.
18. The following items were delivered to Sovromtransport by the above contractor in 1949-50 during a period of 12 months:
- a. Between 600 and 700 bed sheets (2.50 by 1.80 meters).
  - b. Between 250 and 300 pillow slips.
  - c. Between 300 and 400 woollen blankets.
  - d. Between 500 and 600 linen table cloths.

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- e. Between 300 and 400 oilcloth table covers.
  - f. Between 400 and 500 overalls.
  - g. Between 200 and 300 aprons.
  - h. Between 250 and 400 dock overalls.
  - i. Between 100 and 120 pairs of rubber boots.
  - j. Leather gloves for welding operators.
19. The materials referred to in 17 and 18 were processed by the following concerns: Ascensorul (formerly owned by Baluta, an engineer) 74 Calea Dimitrie Cantemir, Bucharest, manufacturer of lamps and various cast iron spare parts; Gh. Bacalum, Blvd. N. Titulescu, Bucharest, manufacturers of 40 different electrical items including non-magnetic compasses; Aeronautica, Galati; D. Macarius, Galati; Stefan Chiriac, Bucharest. Baluta and Bacalum have continued to work for Sovromtransport. They are on good terms with the Soviets.
20. In 1950 Sovromtransport subcontractors received excess payments of 37 million lei for certain repeat orders. Most of the persons participating in the affair were later arrested but no steps were taken against them because bribes totaling 1 1/2 million lei were paid to the President of the Galati court, Gavrilescu, and about 100,000 lei to the People's Assessors (lay judges) there, both of whom were formerly workers at the IMD metal works at Galati. The matter was arranged by an attorney, C. Hiotu, 124 Strada Karl Marx, Braila. An investigation of the affair with regard to tax evasion was subsequently suppressed by the former General Inspector of the Ministry of Finance, Grigore (Gori) Iliescu, living at 9/IV Alea Dr. Margovici, Bucharest, who accepted 600,000 lei in payment. Grigore Iliescu is a personal friend of the Deputy Minister Craiu, who retained his position although he had been a supporter of Vasile Luca. Iliescu and Craiu had been members of the Cuza Party.
21. At Galati preparations were made to drain the Brates Lake but due to the many thefts the work was stopped and all the managers arrested. The chief engineer, Gheorghiu, and the chief accountant, Leibivici (sic), were among those arrested.
22. An engineer named Fischmann, from Odessa, who was a partner in the Rova Accumulator Factory, is said to be the head of the Radar Institute of the Ministry of Metallurgy and Chemical Industry. The workshops of this institute are believed to make radar equipment and miner's lamps and to be located in a small house on the Piata Sfântul Gheorghe opposite the Diniscutu store, with one entrance from Calea Mosilor and the other from a small lane leading to the courtyard.

Naval and Other Personalities:

23. The following personalities are known:

a. Soviet Supply Department, Bucharest (Cotroceni) /Directia Sovietica A Livrarilor/

- (1) Barkof, Manager of the Supply Department. [redacted] 50X1-HUM  
[redacted] 50X1-HUM
- (2) Cehowsky, Colonel in the Navigation Department. [redacted] 50X1-HUM  
[redacted] 50X1-HUM
- (3) Efemenko, Major in the Navigation Department. [redacted] 50X1-HUM  
[redacted] 50X1-HUM
- (4) Jazenko, Chief of the Navigation Department. [redacted] 50X1-HUM  
[redacted] 50X1-HUM

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b. Sovromtransport, 1 Strada Povernei, Bucharest

(5) Evdochimoff, General Manager. [REDACTED] 50X1-HUM

(6) Dolgoseff, Chief Telegraphist. [REDACTED]

(7) Nicu Ionescu, Financial Manager. [REDACTED]

(8) Halaciuga, head of the shipyards supply department. [REDACTED]

c. Sovromtransport Shipyards Head Office in Bucharest, Strada Dionise Lupu

(9) Ianovici, General Manager. [REDACTED] 50X1-HUM

d. Galati Sovrom (SRT) Shipyard, Galati

(10) Trunin, General Manager (Admiral). [REDACTED]

(11) Caganovici, Assistant Manager. [REDACTED]

(12) Valentin Nemteanu, head of the Supply Department. [REDACTED]

(13) Laslo, Chief Electrical Engineer. [REDACTED]

(14) Petrica Branza, Engineer, head of the Planning Department. [REDACTED]

(15) Midei Petroiasu, employee of the Supply Department. [REDACTED]

(16) Sami Aronovici, Engineer, head of the Technical Department. [REDACTED]

e. Galati Sovromtransport (Navy Commission)

(17) Baiceff, President of the Commission. Engineer-Commander. [REDACTED] 50X1-HUM

f. Viitorul Shipyard at Braila

(18) I. Petrescu, head of the Supply Department. [REDACTED] 50X1-HUM

(19) Violato (sic), Engineer, head of the Electrical Department. [REDACTED]

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g. Oltenita Shipyard

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- (20) Cautici, Chief Engineer, a Naval Commander. [redacted]  
[redacted]
- (21) Ticu Stefanescu, Deputy Commander. [redacted]  
[redacted]
- (22) Mateescu, formerly a lawyer, now member of the nickel plating cooperative at Calea Mosilor, corner Armeneasa. He was formerly the owner of the Oltenita Shipyard. [redacted]  
[redacted]

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h. Naval Building Department, Strada Regala (former name), Bucharest

- (23) Diaconescu, Engineer, Captain.
- (24) Tudor Radu, Engineer-Commander, now at the Ministry of Metallurgy and Chemical Industry. [redacted]  
[redacted]

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i. Purchasing Commission - Army Commission for Acceptance for Braila and Galati, Calea Calarasi, Braila

- (25) Mihail (Misu) Gronoff, Commander-Major. [redacted]  
[redacted]
- (26) Barta, Assistant foreman. [redacted]  
[redacted]

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j. Ipronav Naval Receiving Commission, Strada Brezoianu and Domnita Anastasia, Bucharest

- (27) Nastase, Engineer-Commander, head of Planning Department. [redacted]  
[redacted]
- (28) Stefan Mihailescu, General Secretary. [redacted]  
[redacted]

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k. Navy Department (Directia Marinei Militare) Former Bulevard Hotel, Bucharest

- (29) Emil (Smilica) Dumitrescu, Colonel (formerly in charge of the Naval Arsenal, Galati). [redacted]

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l. Naval Headquarters, Constanta

- (30) Ghita Apostol, Captain. [redacted]
- (31) Carausu, Captain. [redacted]

m. Militia Headquarters, Bucharest

- (32) Vladimir Mazuru, Major General. [redacted]  
[redacted]
- (33) Amfita Mazuru, wife of above. She is a Captain in the Militia and secretary to its head, Pavel Cristescu. [redacted]  
[redacted]
- (34) Firea Vasile, Lieutenant-Colonel in the Militia Department, Bucharest. [redacted]  
[redacted]

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- (35) Schwarzenberg (aka Samson Serban), Lieutenant-Colonel of the Militia, Bucharest (registration office). [REDACTED] 50X1-HUM

n. Ministry of the Interior, Bucharest

- (36) Manea Luchian, Securitate Major. [REDACTED] 50X1-HUM

o. Ministry of Finance

- (37) Boris (Beby) Stefanescu (formerly Stefanov), General Inspector. [REDACTED] 50X1-HUM

p. Soviet Supplies Department (Ministry of Finance)  
3rd and 4th Floor, Bucharest

- (38) Maria (Mioara) Letu, Engineer, head of the technical section of the Industrial Equipment Department. [REDACTED] 50X1-HUM

- (39) Stanca Enescu, Chief Engineer of the Chemical Department. [REDACTED]

q. Ministry of Foreign Trade

- (40) Ignat Stefanov, Assistant Director. [REDACTED] 50X1-HUM

r. RATEC, Radar Workshop, Strada Decebal, Bucharest  
in the Premises of the Former Tobac Restaurant

- (41) Fichmann(sic), Engineer. [REDACTED] 50X1-HUM

- (42) Pipoi, mechanic employed by RATEC. [REDACTED]

s. Others

- (43) Avram Simion, Technical Director of the Tudor Accumulator Factory. [REDACTED] 50X1-HUM

- (44) Cociu Raftopol, a businessman dealing with the Braila Sovrom Ship-yards at Braila. [REDACTED] 50X1-HUM

- (45) George Millea (Gat Stramb-Krumnhals), a businessman. [REDACTED]

- (46) C. Hiotu, Lawyer. . [REDACTED]

- (47) Jean Grigorescu, TARS, Bucharest (Rumanian-Soviet Airways), General Manager of Alimentara, flight captain of the reserve. [REDACTED] 50X1-HUM

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- (48) Silvyia Grigorescu, wife of above, telephone operator at the Ambassador Hotel. [REDACTED] 50X1-HUM  
[REDACTED]
- (49) Verdes, General. Commander of the Military College in Bucharest. [REDACTED] 50X1-HUM  
[REDACTED]
- (50) Aney, Public Prosecutor in Bucharest and Professor at the Karl Marx School. [REDACTED] 50X1-HUM
- (51) Bernard Leibovici (sic), Technical Manager of the Dinamo Factory in Bucharest (Engineer). [REDACTED] 50X1-HUM  
[REDACTED]
- (52) Paul Margulius, former Sovromtransport subcontractor. [REDACTED]  
[REDACTED]
- (53) Zissu Herscu (aka Zissu Herescu) [REDACTED]  
[REDACTED]
- (54) Max Schwartz (aka Mihail Serbanescu), Assistant of Herscu, police agent. [REDACTED] 50X1-HUM  
[REDACTED]
- (55) Marius Dumitrescu, Engineer, Dinamo Shipyard at Turnu Severin. [REDACTED]  
[REDACTED]
- (56) Constantin Carjan, formerly accountant to one of the Sovromtransport subcontractors. [REDACTED] 50X1-HUM  
[REDACTED]
- (57) Lola Petreanu (aka Lola Goldstein), announcer for Radio Romania in Bucharest, and also assistant head of the press section of the radio and one of the editors of Romania Libera. 50X1-HUM
1. [REDACTED] Comment: In using the term "non-magnetic" compasses, possibly means gyro compasses or astro compasses. [REDACTED] 50X1-HUM  
[REDACTED]

3. [REDACTED] Comment: Probably identical with the former Dinamica Shipyard at Galati. [REDACTED]  
[REDACTED]

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